REMARKS

Favorable reconsideration of this application is respectfully requested in view of the previous amendments and following remarks.

By this Amendment, Claims 22-24 are newly added for consideration and Claims 1-21 are canceled. Thus, Claims 22-24 are the only claims pending.

New Claim 22 provides for a hybrid vehicle slip stop device comprising a plurality of different types of slip stop means, a road surface detecting means, and a single controller for actuating each of the plurality of slip stop means. One of the plurality of different types of slip stop means is structured to be selected and actuated by the controller according to the road surface condition detected by the road surface condition detecting means. Each of the plurality of different types of slip stop means is other than a conventional brake system and is actuated by itself and independently each of the other of plurality of different types of slip stop means when performing the function of preventing slip of the vehicle. The plurality of different types of slip stop means are independent and separate from each other.

Claims 1, 3-6 and 8-10 are rejected under 35 U.S.C. § 102(b) as being anticipated by JP-499850 ("JP '850"). The Official Action takes the position that elements 4 and 5 in JP '850 correspond to the claimed plurality of different types of slip stop means. The Official Action further notes that each of the plurality of slip stop means performs a function of preventing slip of a vehicle by itself and independent of the other slip stop means. The Official Action relies on element 7 to show this aspect of the claim.

As discussed above, the vehicle slip stop device of new Claim 22 includes a plurality of different types of slip stop means and a road surface condition detecting

means, wherein each of the plurality of different types of slip stop means is actuated by itself and independently of the other plurality of different types of slip stop means to perform the function of preventing slip of the vehicle. JP '850 fails to disclose the claimed combination of features recited in Claim 22.

JP '850 discloses a checker 5 and a sand storage tank 4, from which sand may be discharged. When the driver of the vehicle strongly presses against a brake pedal B, the pedal 2, beneath the brake pedal is also depressed. Pressing the pedal 2 forces the rod 1 to move in a first direction. Movement of the rod releases the checker 5 from the arm 5A and releases bellows portion 4A' of the sand storage tank so the bellows portion hangs straight down. Compressed air is introduced into the sand storage tank 4 at this point and allows sand to be dispersed to the driving surface through the bellows portion 4A'. Thus, actuation of the pedal 2 actuates both the checker 5 and the sand release system 4 by movement of the rod 1.

The Official Action refers to element 7 in JP '850 to support the view that each different type of slip stop means in JP '850 is actuated by itself and independently of each other. However, element 7 is actually a wire used to retract the bellows 4A' after use of the sand release system. Both the sand release system 4 and the checker 5 are actuated by the pedal 2 and rod 1. The wire 7 merely places the bellows portion 4A' into a non-use position after the sand release system is actuated and the sand has been released. Thus, the wire 7 does not cause the sand release system 4 and the checker 5 to each be actuated by themselves and independently of each other to perform the function of preventing slip of the vehicle -- when the wire 7 is operated, the sand release system 4 and the checker 5 have already been

actuated and have already performed the function of preventing slip of the vehicle, if any.

Further, JP '850 does not disclose each of the plurality of slip stop means being actuated by itself and independently of each other -- instead, both slip stop means are actuated together at the same time by pressing the pedal 2. Moreover, JP '850 does not disclose road surface condition detecting means for detecting the road surface condition. Accordingly, withdrawal of this rejection is respectfully requested.

Claims 1-4, 6-9 and 20 are rejected under 35 U.S.C. § 102(b) as being anticipated by JP-08025905 ("JP '905"). JP '905 discloses an anti-slip assist device for a vehicle, where once a slip is generated, a friction coefficient between the tire 4 and road surface 5 is obtained. A quantity of grain 2-2 is then scattered onto the road surface based on the friction coefficient obtained.

The Official Action takes the position that a large quantity of grains 2-2 and a small quantity of grains 2-2 correspond to the claimed plurality of different types of slip stop means. The Official Action further notes that a single controller 6 actuates each of the plurality of slip stop means.

As noted above, new Claim 22 recites that the plurality of different types of slip stop means are provided independently and separately from each other. In JP '905, the grains 2-2, whether large or small in quantity, are provided from the same hopper and scattered through the same nozzle 2-6. Thus, the large quantity of grains and small quantity of grains are not provided independently and separately from each other. Accordingly, withdrawal of this rejection is respectfully requested.

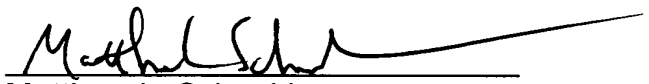
New Claims 23 and 24 depend from Claim 22, which is allowable for at least the reasons discussed above. For at least this reason, these dependent claims are also allowable.

Should any questions arise in connection with this application or should the Examiner believe that a telephone conference with the undersigned would be helpful in resolving any remaining issues pertaining to this application, the undersigned respectfully requests that he be contacted at the number indicated below.

Respectfully submitted,

BUCHANAN INGERSOLL & ROONEY PC

Date: June 16, 2008

By: 

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